

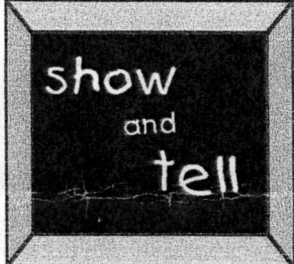
THE TOKEN HUNTER

February 2000

Vol. 20 No. 2

The Official Publication Of
The National Utah Token Society
(N.U.T.S.)

DEDICATED TO THE COLLECTING, RECORDING, AND PRESERVING
OF UTAH'S HISTORICAL MEDALS, TOKENS, COINS, AND BOTTLES

OFFICERS	NEXT MEETING	PROGRAM
<p>PRESIDENT: REX LANG 964-1541 VICE PRESIDENT: DOYLE MCLAIN 484-8488 TREAS/SEC: LINDA BRERETON 568-0908 EDITOR: JOHNNY GALLEGOS 882-6256</p> <p>WAGON MASTERS: ERIC HUBBARD 882-0207 RICH STROEBEL 882-0532 DAVE ROWELL 446-8360 BRENT MONTGOMERY 265-2171</p> <p>MEDALS CHAIRMEN: BILL BROWN 942-4365 BRUCE DUGGERT</p>	<p>Thursday, February 24th W.V.C Fitness Center 5414 W. 3100 S 2nd Floor 7:00 p.m.</p>	

PRIZESPRIZES***PRIZES***PRIZES***

Promptness Prize —1938 Walker
Grand Prize —2000 1/10 Oz. Krugerrand

Emoress Buffett	GF 12½¢ in-trade	Salt Lake City, Utah
Woodward Bros.	GF 5¢ in-trade	Tremonton, Utah
Crother & Palmer	GF 5¢ in-trade	Salt Lake City, Utah
Rocky Mtn. Bell	GF One Switch	
Louisville Liquor	GF 5¢ in-trade	Salt Lake City, Utah
Z	GF 6¼¢ in-trade	Park City, Utah
W A	GF 5¢ in-trade	Park City, Utah
1901 Barber Half	1912 Barber Quarter	1909 Barber Quarter
1921 Silver Dollar	1921 Silver Dollar	1908 Barber Half
	1914 Barber Quarter	



THE PRESIDENT'S MESSAGE



BY REX LANG

FEBRUARY 2000

Dear Members,

Well we are coming to the end of another month and it's time to get ready for spring hunting. In March we will be going on our first club hunt this year and I think we will go to clear Lake. We will let you know for sure. This month we will be starting the find of the month contest so bring in your finds that you found from December to February.

We will also have display month so put something together from your finds of last year. We will also be voting on the club metals this meeting so come up with something good for the metal for the year 2000. The winner will get a set of the new Metals.

I'll talk a little about what we have planed for the Year too. Remember that you need to pay your club dues or you will be dropped off the mailing list. If you have any questions please call or you can e-mail me at: rlang3623@aol.com So I'll see ya at the meeting,

Thanks,

Rex Lang

EDITOR'S CORNER



BY
JOHNNY GALLEGOS
jag@trilobyte.net

If you would like to advertise in the club newsletter please contact Linda Brereton Secretary/treasurer and/or contact me so I can get your ad in the next club newsletter. The cost of the ad is \$2.00 per issue.

The deadline for submissions to the club newsletter will be two weeks before the monthly club meeting. If you have any suggestions on the content of the club newsletter let me know, I want our club newsletter to reflect the dedication and passion we all have for our hobby. This is the last newsletter you will receive if you haven't paid your dues, please pay Linda ASAP,

www.welcome.to/nutsclub

Johnny

WAGON MASTERS REPORT

THIS MONTH IS DISPLAY MONTH. Bring in all your finds and display them proudly. You may even win a real nice prize!!!!!! Good luck!!!!!!

This is also the first "Finds of the Month" competition. Bring in your finds from November's meeting on and win some merc dimes and maybe even the grand prize. The new rules for 2000 are printed here also. Read them carefully and be sure to catch the two new categories, marble and best treasure hunt find.

Just a reminder that there was a lot of people that raised their hands wanting nuts hats. Well, we got 'em. Only \$8.00 and the money goes right to the club fund. What better deal can you find? You get a great quality hat and we'll be able to furnish some great prizes and events in the future for you.

Congratulations to Chris Benson on winning the pair of jazz tickets furnished by the Ralph Gold family (we thank you Ralph once again).

Thanks again for the great Mormon gold piece presentation .

The *Wagonmasters* would also like to thank Rex for the work he did on finding us a great new meeting facility.



TIPS AND TRICKS

It is always fun to help those in need, if you have a tip you would like to submit please contact the N.V.T.S Editor.

CLEANING YOUR MARBLES

Now, how about cleaning up those not so perfect marbles? I have found that even the most stubborn of stains is removed by toilet bowl cleaner. You want to use a brand with hydrochloric acid. Soaking marbles in that overnight works miracles. If your problem is damage more so than dirt, now you have a dilemma..."to buff, or not to buff" (or polish). A buff, is a lightly abrasive procedure that removes a very fine layer of surface glass. It won't remove major damage, but will remove very fine abrasion (like frosted surfaces) and make the marble shine. A polish is a harsher procedure, grinding away more of the surface, followed by a buff. You can grind down to the point where no damage is left on the surface. You can also grind away the pontils and half the design. Many collector's shun buffed or polished marbles, so if you are concerned with depleting the value of your marble, think twice. If you are more concerned with the appearance of your collection, than it's value, you may choose to buff or polish some examples. Some marbles, most notably Sulphides, can see an increase in value once a badly damaged example has been "repaired", but many others will suffer. Because surface glass is removed, marbles with surface design, such as many machine-mades, may change their appearance considerably. Sulphides, or "cased" handmades, where there is no surface decoration, can be buffed/polished without harming the design, but you may lose the pontils. It's really your call, but please don't try to pass off a buffed or polished example as Wet Mint! Learn to tell the difference for yourself, and be an honest person! What goes around comes around!

N.U.T.S. MEMBERSHIP FORM

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SINGLE MEMBERSHIP

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GET A SILVER DIME****

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PHONE: _____ E-MAIL ADDRESS: _____

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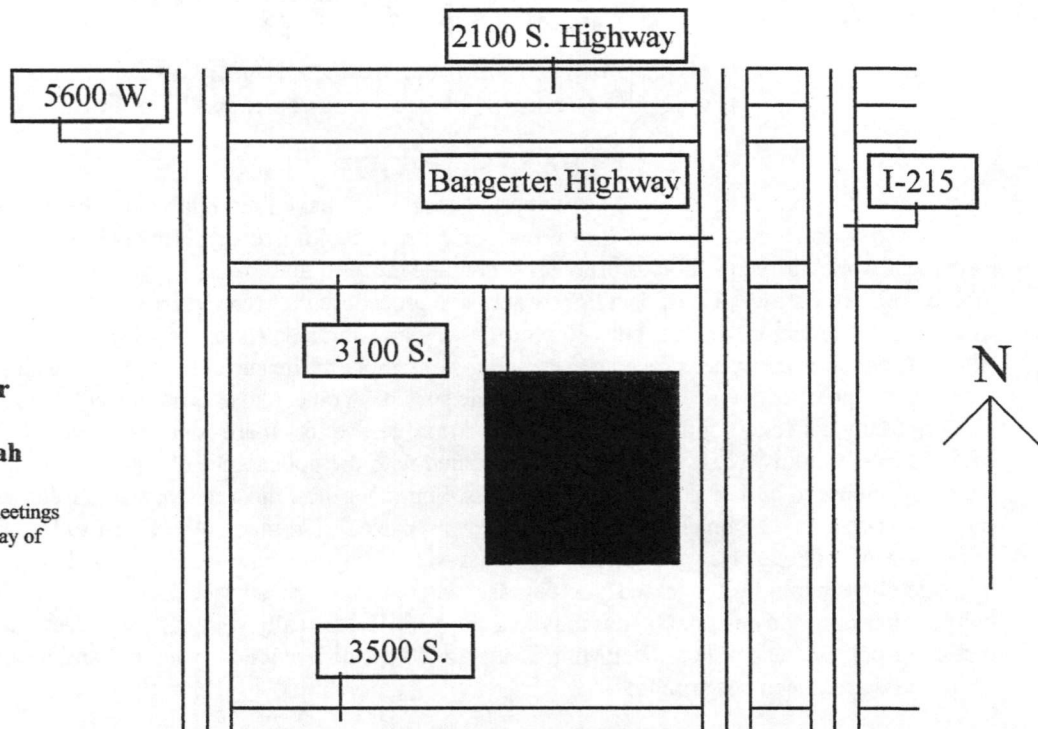
MAKE CHECK PAYABLE TO: N.U.T.S.

WHO MY WE THANK FOR REFERRING YOU TO THE NUTS CLUB? _____

Meetings Held At:

**Family Fitness Center
5415 W. 3100 S.
West Valley City, Utah
2nd Floor**

Unless otherwise specified, meetings
are held on the fourth Thursday of
every month at 7:00 p.m.



GENERAL RULES

1. ONLY N.U.T.S. MEMBERS CAN ENTER ITEMS IN THE FIND OF THE MONTH COMPETITION.
2. ENTRIES IN FIND OF THE MONTH MUST HAVE BEEN FOUND SINCE THE LAST MONTHLY MEETING (EXCEPTION: FINDS FOR THE FEBRUARY MEETING CAN BE FROM NOVEMBERS MEETING THROUGH DECEMBER AND JANUARY TILL THE FEBRUARY MEETING)
3. A MEMBER NEEDS TO BE PRESENT AT THE CLUB MEETING TO ENTER THEIR ITEMS.
4. AT THE FEBRUARY MEETING, MEMBERS MAY DISPLAY THEIR FINDS FROM THE PRIOR YEAR. PRIZES WILL BE AWARDED FOR THE THREE BEST DISPLAYS. THIS HAS NO BEARING ON THE FINDS OF THE MONTH COMPETITION.
5. AN ITEM CAN ONLY BE ENTERED IN THE NAME OF THE PERSON WHO ACTUALLY FOUND IT. FOR EXAMPLE, IF JUNIOR FINDS IT, IT MUST BE ENTERED IN JUNIORS NAME AND NOT DAD'S NAME EVEN IF JUNIOR IS USING DAD'S DETECTOR.
6. ONLY ONE ITEM MAY BE ENTERED IN A SINGLE CATEGORY. EXAMPLE, A GROUP OF COINS FOUND TOGETHER CANNOT BE ENTERED AS ONE ITEM. BUT A GROUP OF COINS THAT ARE ATTACHED OR FUSED TOGETHER WOULD BE COUNTED AS ONE ITEM.
7. IF A MEMBER ATTEMPTS TO ENTER AN ITEM IN A CATEGORY FOR WHICH THE ITEM DOES NOT QUALIFY, THE MEMBER WILL BE ASKED TO ENTER IT IN THE CORRECT CATEGORY OR REMOVE IT AS AN ENTRY.
8. QUESTIONS ABOUT FIND OF THE MONTH COMPETITION SHOULD BE DIRECTED TO THE CLUB WAGONMASTERS. THE WAGONMASTER WILL BE THE FINAL JUDGES ON ANY SITUATION THAT ARISES.
9. POINTS ON THE VOTING WILL BE BASED ON THE FOLLOWING:

A. FIRST PLACE	4 POINTS
B. SECOND PLACE	3 POINTS
C. THIRD PLACE	2 POINTS
D. ENTRY OF ITEM	1 POINT
10. EACH CATEGORY WINNER WILL RECEIVE A MERCURY DIME
11. ALL THAT MONTH'S POINTS WILL BE ADDED UP AND INDIVIDUAL WITH THE MOST POINTS WILL BE TREASURE HUNTER OF THE MONTH AND AWARDED A PRIZE.

FIND OF THE MONTH RULES 2000

1. U.S. COIN: ANY COIN OF LEGAL TENDER MINTED IN THE U.S.
2. FOREIGN COIN: ANY COIN OF LEGAL TENDER MINTED IN A FOREIGN COUNTRY BUT NOT MINTED IN THE U.S.
3. TOKEN: ANY COMMERCIAL TRADE TOKEN GOOD FOR SOME VALUE IN TRADE. (DOES NOT INCLUDE GOOD LUCK TOKENS, PRESIDENTIAL TOKENS, COMMEMORATIVE MEDALLIONS, ETC.)
4. JEWELRY: ANY JEWELRY ITEM INCLUDING RINGS, CUFF LINKS, WATCH FOBS, PINS, NECKLACES, BROOCHES, MEDALLIONS, CHARMS, ETC.
5. ARTIFACT: ANY MAN-MADE ARTIFACT INCLUDING ARROWHEADS, BOTTLES, JEWELRY, ETC.
6. BUTTON: ANY CLOTHING FASTENER OR SNAP (DOES NOT INCLUDE ADVERTISING OR POLITICAL PIN-ON BUTTONS)
7. MARBLE: ANY GLASS, AGATE, CLAY, WOODEN, ETC. MARBLE.
8. NON-METAL: ANY ITEM NOT CONTAINING METAL INCLUDING BOTTLES (WITHOUT METAL CAPS), ARROWHEADS, PLASTIC TOYS, GLASS ITEMS, WOODEN ITEMS, ROCKS(NO METAL INCLUDED), GEMS, ETC. NO MARBLES MAY BE USED IN THIS CATEGORY!!.
9. BEST TREASURE HUNT FIND: THIS INCLUDES ANYTHING FOUND AT OUR CLUB SPONSORED TREASURE HUNT FOR THAT MONTH ONLY. THIS WILL NOT INCLUDE ANY ITEMS FOUND AT OUR ANNUAL OPEN HUNT.
10. OLDEST U.S. COIN: OLDEST U.S. LEGAL TENDER COIN THAT IS NOT A CENT
11. OLDEST U.S. CENT: OLDEST U.S. LEGAL TENDER CENT
12. MOST VALUABLE U.S. COIN: U.S. LEGAL TENDER COIN WITH A GRADED VALUE OF \$20.00 OR MORE BASED ON AN APPRAISAL FROM A REPUTABLE COIN DEALER OR THE CURRENT RED BOOK PRICE GUIDE OF U.S. COINS. IN THE ABSENCE OF AN APPRAISAL, THE WAGON MASTERS WILL MAKE THE FINAL DETERMINATION AS TO THE COINS VALUE.
13. PEOPLES CHOICE BOTTLE: ANY BOTTLE. OTHER LIKE ITEMS IS UP TO THE WAGONMASTER'S DISCRETION TO DETERMINE IF THE ITEM CAN BE PLACED IN THIS CATEGORY OR THE NON METAL CATEGORY.

siderable improvement this somewhat noisy contraption emerged as the automobile, offering streetcar patrons a more convenient means of transportation. As the number of streetcar passengers began to diminish a need to keep pace with changing times became apparent to company officials. So in 1923 the first gasoline-powered bus was used on an experimental basis as a feeder to the main streetcar routes. Five years later, additional buses were required to provide stub service to outlying towns, and eventually tracks to these suburbs were removed. It was during this period that Utah 750 C and F tokens were issued.

A few years later the company was faced with a new challenge. Deferred maintenance of tracks and pavement began piling up at a rate entirely beyond the means of the company, so a new transportation medium was needed that did not require tracks, but would use the existing overhead lines and power plant facilities. The economical trackless trolley seemed to be the answer. Trolley buses had never been operated on a grand scale up to this time in any city. But officials persisted that with a few alternations these buses would solve the problem. After a rather persuasive presentation to city officials for a franchise amendment, Salt Lake City became the first in the nation to operate successfully an electric coach system. The trackless trolley was introduced in Utah in 1928.

The year 1933 marked the appearance in Salt Lake City of the first lightweight rear engine gasoline bus (also Utah 750 G). These buses were designed for rapid acceleration and deceleration, and their complete route flexibility made it possible for the company to meet the constantly shifting needs of the city. A fare structure change and a new company treasurer during this period brought out tokens Utah 750 D and H. It was the overwhelming success of these rear engine buses that literally spelled the doom of Salt Lake City's trolley cars.

On May 31, 1941, a wreath and black ribbon were placed on what was to be the last trolley run in Salt Lake City. Spectators lined the streets to be witness to this solemn occasion. With old "Def" Evans, a 50-year streetcar veteran at the controls, the car made its last historic run. On board were other oldtimers. W.S. Woodruff claimed he was a passenger on the first electric streetcar and also wanted to make the last ride. Being wreath-draped the old #712 attracted considerable attention all along the route, and even after it reached its destination it parked in the barn along side 21 other veterans of a bygone day.

Seven months later due to a shortage of gasoline and materials to provide new buses during World War II, the trolleys were reinstated into service, until August 19, 1945, when a freakish cloudburst in the northeast section of Salt Lake City washed out most of the remaining tracks. The days of the trolleys were unofficially over. During World War II, the Utah 750 E I J K L tokens were issued.

In July, 1944, ULATCO sold out to Salt Lake City Lines, Inc., and UT 750 M N O were issued during their ownership.

In 1970 the system was taken over by the newly formed Utah Transit Authority (sometimes known as "The Bus"). During September, 1973, UTA issued UT 750 P Q R (the same as G K L but pierced). These three tokens were used by senior citizens. They were sold to the Council on Aging for full fare, and resold by the C.O.A. to seniors at a reduced price. In January, 1975, fares were reduced in S.L.C. to 15¢ for adults and 10¢ for elderly and children...which, at this writing, is still in effect.

Today more than 70 years after their construction the car barn and maintenance shops have a new function. They are being renovated into an \$11,000,000 shopping and entertainment center, appropriately named Trolley Square. Several of the 510 series trolleys are also being restored. One as a cashier's office, another as a Savings & Loan, one as a service station, another as part of a restaurant (on the upper level), and one as a florist and pipe shop. One of the Bamberger Electric RR interurban cars serves as a quick lunch counter.

Trolley Square is steeped in nostalgia. Antique lighting fixtures that once adorned the streets of downtown Salt Lake City now illuminate the Square at night with a warm glow. Thousands of tons of used brick have been used to transform vintage car barns and maintenance shops into an exciting lively shopping and entertainment center. Meanwhile the old water tower has been transformed into a new landmark for the center. A seven-spiral staircase has been added, and from its vantage visitors may enjoy a magnificent view of the Square and the Valley. At night more than 6,500 tiny lights

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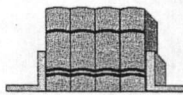
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N.U.T.S. CLUB HUNT

CLEAR LAKE

Another non-Mormon farming town was settled on the Las Angeles and Salt Lake Railroad in 1897 nineteen miles south of Delta and seven miles west of a natural desert pond called Clear Lake.

The present site of Clear Lake is at the Crossroads on paved State Highway 257 about 15 miles south of U.S. Highway 6-50.
Date to be announced soon!

